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sliding sleeve, the locking roller element located in the locking recess at a time of establishment of the connection between the vehicle transmission shaft and the transmission component, the positive-locking clutch being free of synchromesh bodies.

165 (Amended) A gear-jumping-proof positive-locking clutch configured to connect a motor-vehicle transmission shaft to a transmission component mounted coaxially and rotatably with respect to the transmission shaft, comprising:
at least one axially displaceable locking roller element;
and

an axially displaceable sliding sleeve configured to support the at least one locking roller element;

62 wherein the at least one locking roller element is displaceable into a radial locking recess in an axial end of a synchromesh body in accordance with a radial force component with axial displacement of the sliding sleeve, the locking roller element located in the locking recess at a time of establishment of the connection between the vehicle transmission shaft and the transmission component;

wherein the locking roller element is configured to roll on a synchromesh body connected in a rotationally fixed manner to the vehicle transmission shaft by a shaft-hub connection.

215 (Amended) A gear-jumping-proof positive-locking clutch configured to connect a motor-vehicle transmission shaft to a transmission component mounted coaxially and rotatably with respect to the transmission shaft, comprising:

at least one axially displaceable locking roller element;
and

63 an axially displaceable sliding sleeve configured to support the at least one locking roller element;

wherein the at least one locking roller element is displaceable into a radial locking recess in accordance with a radial force component with axial displacement of the sliding sleeve, the locking roller element located in the locking

recess at a time of establishment of the connection between the vehicle transmission shaft and the transmission component, the positive-locking clutch being free of synchromesh bodies;

wherein a roller element support is rotationally fixed and axially displaceable with respect to the vehicle transmission shaft, the locking roller element guidable inside the roller element support;

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wherein the roller element support includes an axially aligned support gearing constantly engaging a shaft gearing arranged in a rotationally fixed manner with respect to the vehicle transmission shaft, the support gearing in a disengaged state rotatable with respect to the transmission component and, in an axially displaced and clutched state of the positive-locking clutch, engaged in a gearing of the transmission component; and

wherein the support gearing comprises a radial locking recess in at least one axial end.

Please add new claims 15 to 21 as follows:

16 17-18. (New) The positive-locking clutch according to claim 5, further comprising a roller element support rotationally fixed and axially displaceable with respect to the vehicle transmission shaft, the locking roller element guidable inside the roller element support.

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13 16. (New) The positive-locking clutch according to claim 1, wherein the transmission shaft shoulder comprises a locking recesses on each axial end.

14 17. (New) The positive-locking clutch according to claim 13 16, wherein at least one locking roller element is always between the locking recesses.

15 18. (New) The positive-locking clutch according to claim 13 16, wherein at least two locking roller elements are between the locking recesses at a time when the vehicle transmission shaft and the transmission component are not connected.